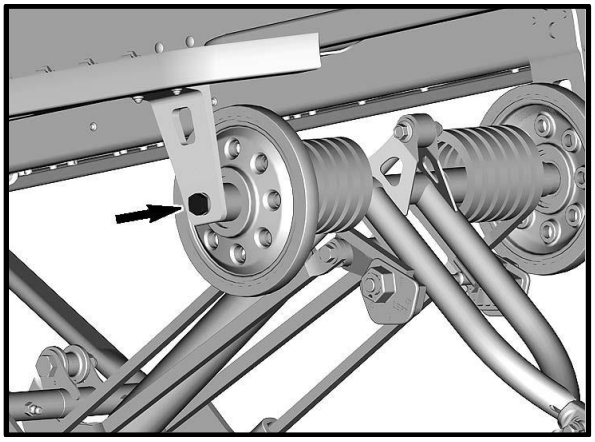
Special Notes:

1. Do not remove **plastic sleeve** from upper arm as bushing slide over this. With these bushings you should not have to modify the stock set up in any way.
2. Head of bushings should be toward the middle of sled when installed, with the smaller od / taper end towards the idler wheel.
3. Loosening track tension not required but makes install easier.
4. Ensure approx.. 1/8" gap from bushing to Spring ID

SUSPENSION ASSEMBLY

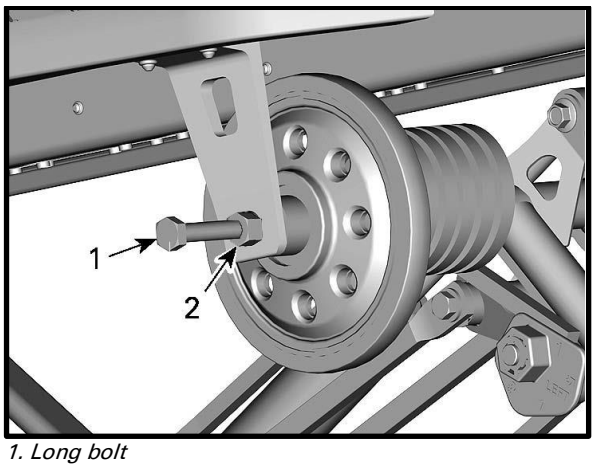
Suspension Assembly Removal

1. Lift rear of vehicle and support it off the ground.
2. Completely loosen track tension.
3. Remove and discard rear arm bolts from chassis.
Use the following procedure to remove bolts easily.
3.1 Remove one of the bolts securing the rear arm to frame.



3.2 Replace this bolt with a longer one and a nut.

3.3 Screw in by approximately 7 turns.
3.4 Hold the bolt and tighten locking nut.



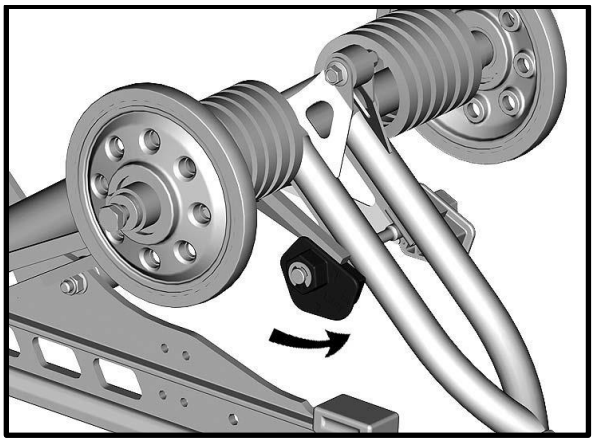
1. Long bolt
2. Locking nut

3.5 Remove the bolt on the other side then
unlock nut and remove the long bolt.
4. Remove bolts retaining front arm to tunnel.

REAR SPRINGS

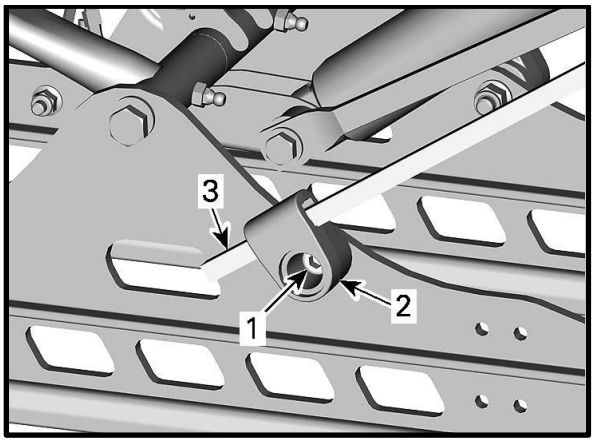
Rear Spring Removal

1. Lift rear of vehicle and support it off the ground.
2. Completely loosen track tension by unscrewing both adjustment screws.
3. Decrease springs preload by turning cams accordingly.



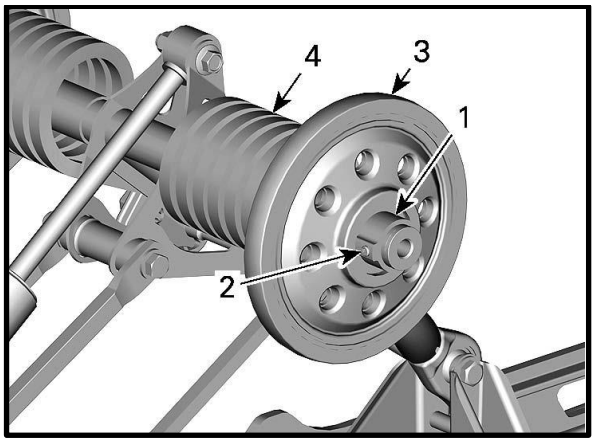
LH SIDE SHOWN

4. Firmly hold the spring support and unscrew its retaining bolt (one each side).



1. Spring support bolt
2. Spring support
3. Spring

5. Remove screws and washers from rear arm top axle.
6. Loosen set screw from locking rings.
7. Remove locking rings.
8. Remove upper idler wheels.
9. Remove springs.

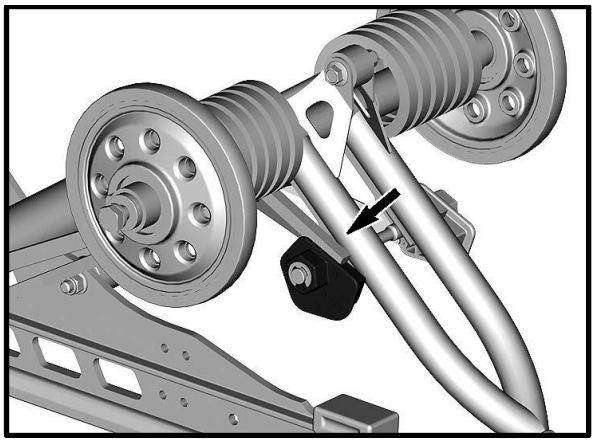


LH SIDE SHOWN
1. Locking ring
2. Set screw
3. Upper idler wheel
4. Rear spring

Rear Spring Installation

Installation is the reverse of removal procedure.
Pay attention to the following.

1. Respect THIS SIDE OUT inscription on top idler wheels.
2. Make sure that spring end is in cam adjuster.



LH SIDE SHOWN

3. Install spring supports upwards.

Suspension Assembly Installation

Installation is the reverse of removal procedure.

Tighten screws to specified torque.

TIGHTENING TORQUE	
Front and rear arm upper bolts	48N•m (35 lbf•ft)

Adjust track tension

DRIVE SYSTEM (TRACK)

Track Adjustment and Alignment

Track tension and alignment are interrelated. Do not adjust one without checking the other. Track tension procedure must be carried out prior to track alignment.

Track Tension Verification

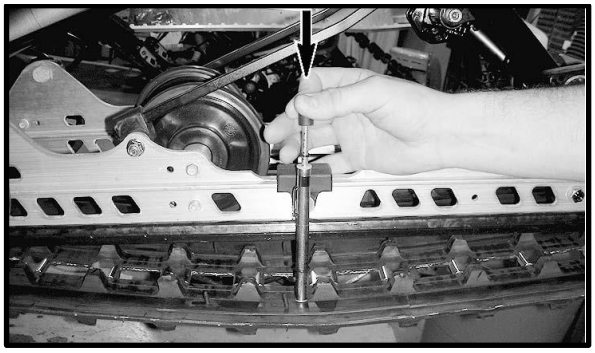
1. Lift rear of vehicle and support it off the ground.
2. Allow rear suspension to fully extend.
3. Use a tensiometer.

REQUIRED TOOL	
TENSIOMETER (P/N 414 348 200)	

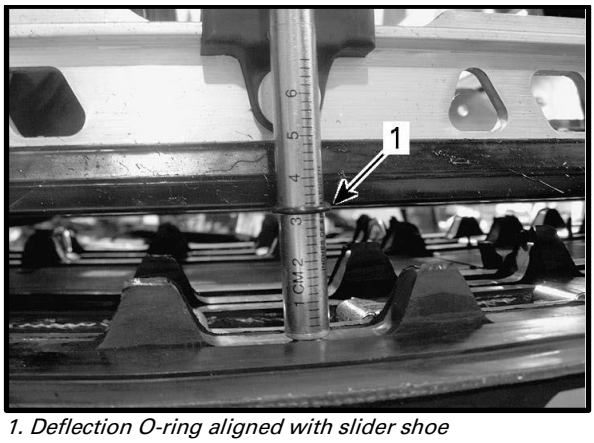
4. Set deflection to 3.2 cm (1.26 in) using bottom O-ring.

DEFLECTION SETTING
1. Bottom O-ring

5. Place upper O-ring to 0 kgf (0 lbf).
6. Position the tensiometer on track, halfway between runner ends.
7. Push the tensiometer downwards until bottom O-ring (deflection) is aligned with the bottom of slider shoe.



TYPICAL



1. Deflection O-ring aligned with slider shoe

8. Read load recorded by the upper O-ring on the tensiometer.

LOAD READING
1. Upper O-ring

Load reading must be as per the following table.

TRACK ADJUSTMENT SPECIFICATION	
Track deflection setting	3.2 cm (1.26 in)
Track load reading	6.0 kgf to 8.5 kgf (13 lbf to 19 lbf)

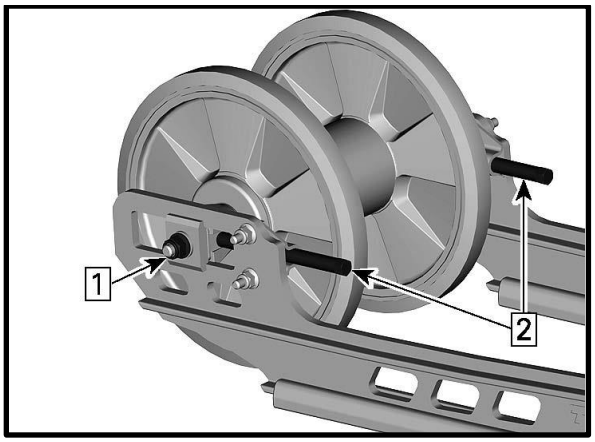
9. If load reading is not in accordance with the specification, adjust track tension. Refer to *TRACK TENSION ADJUSTMENT.*

Too much tension will result in power loss and excessive stresses on suspension components.

Track Tension Adjustment

NOTE: After track tension adjustment, ride the snowmobile in snow about 15 to 20 minutes and recheck track tension.

1. Lift rear of vehicle and support it off the ground.
2. Loosen rear axle nut.
3. Tighten or loosen both adjustment screws to increase or decrease track tension.



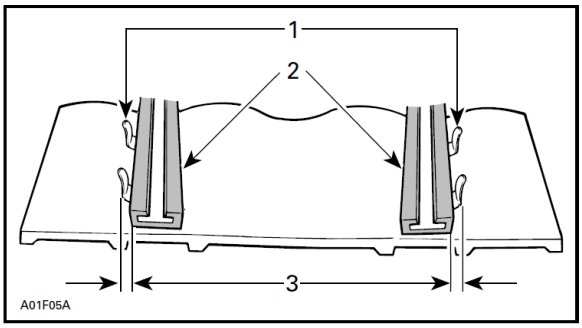
Step 1: Loosen axle nut
Step 2: Tighten or loosen adjustment screws

4. Verify track tension, refer to *TRACK TENSION VERIFICATION.*
5. Ensure track is properly aligned, refer to *TRACK ALIGNMENT.*

Track Alignment

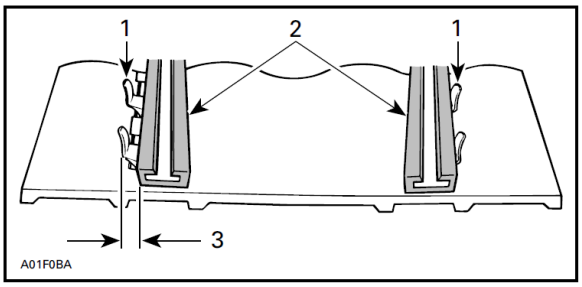
Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle. Never rotate at high speed.

1. Lift rear of vehicle and support it off the ground.
2. Start engine and accelerate slightly so that track barely turns. This must be done in a short period of time (1 to 2 minutes).
3. Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.



1. Guides
2. Slider shoes
3. Equal distance

4. To correct track alignment:
4.1 Stop engine.
4.2 Loosen rear wheel nut.
4.3 Tighten adjustment screw on side where
the slider shoe is the farthest from the track insert guides.



1. Guides
2. Slider shoes
3. Tighten on this side

5. Restart engine.

6. Rotate track slowly and recheck alignment.
7. If satisfactory track alignment is achieved
tighten idler wheels axle nut to specification:

TIGHTENING TORQUE	
Idler wheel retaining screws	25N•m (18 lbf•ft)